



CITY OF CARROLLTON ORDINANCE OF SUBDIVISION REGULATIONS

Approved by the Mayor and City Council September 16, 2003

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- ◆ Editor's Note – Printed herein are the City's subdivision regulations as adopted by the Mayor and City Council on June 28, 1976. Amendments to the resolution are indicated by parenthetical history notes following amended provisions. The absence of a history note indicated that the provision remains unchanged from the original resolution. Obvious misspellings and punctuation errors have been corrected without notation. For stylistic purposes, headings and catchlines have been made uniform and the same system of capitalization, citation to state statutes, and expression of numbers in text as appears in the Code of Ordinances has been used. Additions made for clarity are indicated by brackets. All references to the "planning and development administrator" were changed to "City Engineer" without notation.
- ◆ Cross References – Planning Commission, § 2-196 et seq.; buildings and building regulations, ch. 18; soil erosion and sedimentation control, § 50-101 et seq.; fire protection and prevention, ch. 54; floods, ch. 58; historical preservation, ch. 62; signs, ch. 74; streets, sidewalks and other public places, ch. 82; utilities, ch. 94.
- ◆ State Law Reference – Approval by Planning Commission or governing authority on plat of subdivision required for filing or recording in Superior Court Clerk's Office, O.C.G.A. § 15-6-67(d).

APPENDIX A – SUBDIVISION REGULATIONS

TITLE

A resolution of the City of Carrollton, Georgia, establishing rules and regulations governing the subdivision of land into streets, blocks, and lots; requiring the preparation and presentation of Subdivision Plans and Plats; establishing minimum subdivision design standards; requiring street improvements and the installation of utilities as a condition of plat approval; defining terms; establishing procedures; providing penalties for violation; repealing conflicting resolutions; and for other related purposes.

ARTICLE I. PREAMBLE AND ENACTMENT CLAUSE

Pursuant to the authority conferred by the Georgia General Planning Enabling Act of 1957 (Act No. 358, as amended), the Mayor and City Council of Carrollton, Georgia, do hereby resolve and enact into law the following articles and sections, for the following purposes:

1. To encourage the development of an economically sound and stable City;
2. To assure the provision of required streets, utilities, fire protection and other facilities and services in the new land developments;
3. To assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in new developments;
4. To assure, in general, the wise development of new areas in harmony with the development plans of the City of Carrollton.

ARTICLE II. SHORT TITLE

This resolution shall be known and may be cited as “The Land Subdivision Regulations of the City of Carrollton, Georgia.”

ARTICLE III. DEFINITIONS

Except as specifically defined herein, all words in this resolution have their customary dictionary definitions. For the purposes of this resolution, certain words or terms used herein are defined as follows:

SECTION 301. GENERAL DEFINITIONS

Words in the present tense include the future tense. Words in the singular tense include the plural, and words in the plural include the singular.

The word “*shall*” is always mandatory and never discretionary.

The word “*person*” includes individuals, firms, partnerships, corporations, associations, governmental bodies and all other legal entities.

The word “street” includes streets, avenues, boulevards, roads, highways, expressways, lanes, alleys, and other vehicular ways.

SECTION 302. SPECIFIC DEFINITIONS

1. City Engineer. The term “City Engineer” as used herein includes the office of the City Engineer, and as such, may include the Building Inspector, City Clerk, or other persons designated by the City Manager to act on behalf of the City.
2. Common Walk. A right-of-way, dedicated to common use, with a paved sidewalk, providing pedestrian access between dwelling units and such common use facilities as schools, parking lots, shopping centers, recreation areas and other community facilities.
3. Land Subdivision. All divisions of a tract or parcel of land into three or more lots, building sites or other divisions for the purpose, whether immediate or future, of legacy or building development; including all divisions of land involving a new street to which the public has access or a change in an existing street, and including resubdivision and, where appropriate to the context, relates to the process of subdividing or to the land or area subdivided; provided, however, that the following are not included within this definition:
 - a. The combination or recombination of portions of previously platted lots where the total number of lots is not increased and resultant lots are equal to the standards of these regulations;
 - b. The division of land into parcels of five (5) acres or more where no new street is involved.
4. Lot. A developed or undeveloped tract of land in one ownership, legally transferable as a single unit of land.
5. Lot of record. A lot which is part of a subdivision, the plat of which has been recorded in the office of the Clerk of the Superior Court of Carroll County; or a parcel of land, the deed of which has been recorded in the office of the Clerk of the Superior Court of Carroll County.
6. Lot, Through or Double Frontage. A lot having frontage on two (2) streets that are approximately parallel.
7. Public Street. Any vehicular way, including improved or unimproved right-of-way, that: (1) is an existing state, county, or municipal roadway; (2) is shown upon a plat approved pursuant to law; (3) is approved by other official action; or (4) is shown on a plat duly filed and recorded; includes the land between the street lines.

For the purposes of this resolution, streets are divided into the following categories:

- a. Major Thoroughfare – a principal arterial highway carrying through traffic, designated as such on the zoning map of the City of Carrollton.
- b. Collector Street – a street carrying traffic from local streets to major thoroughfares, including such streets in new subdivisions as required by the Planning Commission.
- c. Local Street – a street used primarily for access to abutting properties.

- d. Industrial Street – a street serving primarily industrial developments.
 - e. Alley – a minor vehicular way providing service access to the back or sides of properties abutting a street.
 - f. Cul-de-sac – a local street with only one outlet, sometimes called a “dead-end” street.
 - g. Marginal Access Street – a local street parallel and adjacent to a major thoroughfare, expressway, limited access highway or railroad right-of-way, which provides access to abutting properties.
- 8. Arterial Road Corridors. A strip of land including arterial streets, right-of-way and adjacent lands for a specified distance from the right-of-way.
 - 9. Arterial Streets. Principal roadways that connect communities or major destinations and are designed to carry high volumes of traffic at moderate to high speeds.
 - 10. Buffer. Open spaces landscaped areas, fences, walls, berms, or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.
 - 11. Community Spaces. Land within or related to a development, not individually owned or dedicated for public use, that is designed and intended for the common use or enjoyment of the residents and their guests of the development and may include complementary structures and improvements such as tables and benches.
 - 12. Connectivity Index. A measure of the degree of interconnectedness of streets within a development.
 - 13. Courtyards. Any open space, unobstructed from the ground to the sky that is bounded on two or more sides by the walls of a building.
 - 14. Development Agreement. An agreement between the City and a developer that assigns rights and responsibilities to each of the parties.
 - 15. Driveways. A private roadway providing access to a street or highway.
 - 16. Eaves. The projecting lower edges of a roof overhanging the wall of a building
 - 17. Green Space. An open area that may be cultivated or maintained in a natural state for conservation, preservation, recreation, landscaping or a park and is not occupied by any structures or impervious surfaces other than trails, rest rooms, picnic structures, and other accessories.
 - 18. Greenbelt. An open area that may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.
 - 19. Greenways. A linear green space established along either a natural corridor, such as a riverfront, stream valley, or ridge line, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route.
 - 20. Natural Areas. Areas in which human activities are limited and where the natural environment is protected from man-made changes.
 - 21. Open Space. Public or private open areas that may be commonly accessible or only accessible to the owners or tenants of a development.

22. Parks. A tract of land, designated and used by the public for active and/or passive recreation.
23. Playgrounds. Designated areas located at public use sites such as schools, community parks and child care centers where stationary and manipulative play equipment is located to facilitate a child's physical, emotional, social, and intellectual development.
24. Plaza and Greens. An open space that may be improved and landscaped; usually surrounded by streets and buildings.
25. Sidewalks. A paved, surfaced, or leveled area, paralleling and usually separated from the street, used as a pedestrian walkway.
26. Site Plan. The development plan for one or more lots on which is shown the existing and proposed conditions of the lot, including topography, vegetation, drainage, flood plains, wetlands, and waterways; landscaping and open spaces; walkways; means of ingress and egress; circulation; utility service; structures and buildings; signs and lighting; berms, buffers, and screening devices; surrounding development; and any other information that reasonably may be required in order that an informed decision can be made by the approving authority.
27. Traffic Calming. The combination of mainly physical measures that reduce the speed of motor vehicles, alter driver behavior and improve conditions for non-motorized street users.
28. Traffic Impact Study. A report analyzing anticipated roadway conditions with and without an applicant's development.
29. Subdivider. The person having sufficient proprietary interest in the land to be subdivided as will authorize the maintenance of proceedings to subdivide such land under these subdivision regulations, or the authorized agent of that person for the purpose of such proceedings.
30. Subdivision Regulations. The land subdivision regulations of the City of Carrollton, Georgia.
31. Planning Commission. The Planning Commission of the City of Carrollton, Georgia.

ARTICLE IV. PLANNING AUTHORITY AND ENFORCEMENT

SECTION 401. PLATTING AUTHORITY

From and after the passage of this ordinance, the Planning Commission will tentatively approve preliminary subdivision plans. Based on the Planning Commission's recommendations, the City Engineer shall be the platting authority.

SECTION 402. LAND SUBDIVISION PLAT RECORDING

No plat of a land subdivision within the incorporated area of the City of Carrollton shall be accepted for recording in the office of the Clerk of the Superior Court of Carroll County except the land subdivision plat of record on which is inscribed the approval of the City Engineer.

The Clerk of the Superior Court of Carroll County shall not record or file a plat of a subdivision within the incorporated area of the City of Carrollton which is not a land subdivision plat of record and which does not have the approval of the City Engineer, as required by this resolution.

The filing or recording of a plat of a subdivision which is not a land subdivision plat of record approved by the City Engineer is hereby declared a misdemeanor, and, upon conviction, shall be punishable as provided by the law.

SECTION 403. USE OF PLAT

The owner or the agent of the owner of any land to be subdivided in the incorporated area of the City of Carrollton who transfers or sells or agrees to sell or negotiates to sell land by reference to or exhibition or other use of a plat of a subdivision that is not the land subdivision plat of record that has been approved by the City Engineer and has been recorded in the Office of the Clerk of the Superior Court of Carroll County shall be guilty of a misdemeanor and, upon conviction, shall be punished as provided by the law; and the description by metes and bounds in the instrument of transfer or other document used in the selling or transfer shall not exempt the transaction from such penalties. The City Attorney of the City of Carrollton may enjoin such transfer or agreement by appropriate action.

SECTION 404. ACCEPTANCE OF AND IMPROVEMENTS IN UNAPPROVED STREETS

The Mayor and Council of Carrollton, Georgia, or other public authority shall not accept, lay out, open, improve, grade, pave or light any street or lay or authorize the laying of any water mains, sewers, connections or other facilities or utilities in any street within the incorporated area of the City of Carrollton unless such street is approved on engineered construction plans by the City Engineer or unless the street has attained the legal status of a public street prior to the effective date of this or a prior subdivision resolution; provided, however, that the Mayor and Council of Carrollton, Georgia may locate, construct or accept any street by resolution.

SECTION 405. ERECTION OF BUILDINGS

No building permit shall be issued for and no building or other structure shall be erected on any lot within the incorporated area of the City of Carrollton unless the street on which the lot fronts corresponds in its location and lines with a street shown on the subdivision plat of record of a subdivision that has been approved by the City Engineer and has been recorded in the office of the Clerk of the Superior Court of Carroll County unless the specific building lot existed and street had attained the legal status of a public street prior to the effective date of this or a prior subdivision resolution or had been accepted as a public street by the Mayor and Council of Carrollton, Georgia.

ARTICLE V. PRE-APPLICATION CONFERENCE

Before proceeding with a proposed land subdivision, subdividers are invited and encouraged to consult early and informally with the City Engineer. The subdivider may submit sketch plans and data showing existing conditions within the site and in its vicinity and the proposed layout of the subdivision. No fee shall be charged for this review, and no formal application is necessary. The purpose of the pre-application conference is to afford the subdivider an opportunity to avail

himself of the advise and assistance of the City Engineer in order to facilitate the subsequent preparation and approval of subdivision plans.

ARTICLE VI. PRELIMINARY SUBDIVISION PLAN APPROVAL

SECTION 601. SUBMITTAL

The preliminary subdivision plan submittal consists of the preliminary land subdivision plat, the preliminary site plan, and an application for subdivision plan approval.

1. The preliminary land subdivision plat shall consist of a scale map or maps depicting the following:
 - a. Streets, street names, and right-of-way widths.
 - b. Other rights-of-way and easements.
 - c. Lot lines drawn to scale.
 - d. Lot and block identification.
 - e. Minimum building setback lines.
 - f. Subdivision boundary lines and total subdivision land area in acres.
 - g. Key plan (if more than one sheet), legend, and notes.
 - h. Dimensions, data, and lines as necessary to clearly indicate that all applicable requirements of the Zoning Ordinance are met. Where appropriate, such information may be shown on the preliminary site plan.
 - i. Title, scale, north arrow, and date.
 - j. Name and address of owner of record and of subdivider.
 - k. Proposed name of subdivision.
 - l. The location of the Subdivision and developments in its vicinity including land lot and district numbers and lines, and City and County names and limit lines.
 - m. Name of owners of record of adjoining land.
 - n. Location of existing structures on the tract.
2. The preliminary site plan shall consist of a scale map or maps depicting the following:
 - a. Street right-of-way, street names, lot lines, easements.
 - b. Topography at suitable contour intervals.
 - c. Pavement widths, spot elevations, approximate street gradients and outline construction specifications.
 - d. Spot elevations and slope ratios for any heavy grading.
 - e. Proposed public or semipublic sites for parks, churches, and other community facilities, if any.
 - f. Generalized storm drainage plan including catch basin locations, tentative sewer and culvert sizes, spot elevations of key system elements, final disposition of surface water, and outline construction specifications.

- g. Preliminary sanitary sewerage system plan including line locations and sizes, manholes, elevation of key system elements, location or method of final wastewater disposal, and outline construction specifications.
 - h. Preliminary water system plan including line location, sizing, and tie-in to existing City distribution.
 - i. Sequence and geographic limits of construction phases proposed for large scale development.
 - j. Other data necessary to demonstrate that the subdivision can meet requirements of an acceptable subdivision plat of record.
3. Applications for subdivision plan approval are available in the City Engineer's office.

SECTION 602. REVIEW PROCEDURES

1. The developer shall submit two (2) copies of the preliminary subdivision plat, two (2) copies of the preliminary subdivision site plan, and an application for subdivision plan approval to the City Engineer.
2. The City Engineer shall review the preliminary subdivision plan and coordinate with each City department likely to be affected by or having jurisdiction with respect to any land subdivision matter. Such departments shall thereupon analyze and acquaint themselves with the preliminary subdivision plan and forward comments to the City Engineer.
3. After review of the comments by the various City departments, the City Engineer shall notify the subdivider of the time and place at which the Planning Commission will act upon the preliminary subdivision plan. The City Engineer shall advise the subdivider if an unfavorable report is to be made to the Planning Commission, and offer the subdivider the opportunity of making written withdrawal of his application and arranging for any early conference to discuss the reason for an unfavorable recommendation.
4. The Planning Commission shall be furnished review and comments of the City Engineer, after which the Planning Commission shall tentatively approve or disapprove the preliminary subdivision plat within thirty (30) days after the plat was submitted. The grounds for disapproval of any plat shall be stated upon the records of the Planning Commission.
5. The City Engineer shall promptly advise the subdivider in writing of the action taken on his application.

SECTION 603. NO CONSTRUCTION WORK NOR SITE CLEARANCE AUTHORIZED

No construction work nor site clearance shall be deemed to have been authorized on a proposed land subdivision as a result of any action taken by the Planning Commission in connection with approving or disapproving a preliminary plat.

SECTION 604. EXPIRATION OF APPROVAL

Approval of a preliminary plat shall expire and be null and void after a period of one year unless an extension of time is approved by the Planning Commission.

ARTICLE VII. SUBDIVISION CONSTRUCTION PLAN APPROVAL

SECTION 701. SUBMITTAL

The subdivision construction plan submittal shall consist of the engineering construction plans, a performance agreement letter (letter of credit), and a water/sewer installation agreement letter.

1. The engineered construction plans shall include street and drainage information, water and sewer plans, and erosion control plans.
2. Sample performance agreement letters and water/sewer installation agreement letters are available in the City Engineer's Office.

SECTION 702. QUALIFIED ENGINEERS

Engineered construction plans shall be prepared by an engineer regularly engaged in the design of such facilities.

SECTION 703. PLAN PRESENTATION

1. Overall grading and drainage plans shall be drawn at a scale of twenty (20), fifty (50), or one hundred (100) feet to one inch with a contour interval as follows:
 - a. For land that slopes less than approximately 2 percent (2%), show spot elevations at all breaks in grade along all drainage channels or swales, and at selected points not more than one hundred (100) feet in all directions.
 - b. On land that slopes more than approximately two percent (2%), show contours at an interval of not more than five (5) feet where the ground slope is regular and not more than two (2) feet where the ground slope is irregular.
2. Required site plan and profiles shall be drawn at a horizontal scale of twenty (20) or fifty (50) feet to one inch, and a vertical scale of ten (10) feet to one inch.
3. Sheet size shall be twenty-four (24) by thirty-six (36) inches, and where more than one sheet is used, an appropriate index map shall be included on a separate sheet of the same size. Each sheet will contain numeric scale and date, and north arrow where appropriate.
4. All plans shall be clearly and legibly drawn using generally accepted drafting techniques and conventions.
5. Where appropriate, written specifications on eight one-half by eleven inch paper, shall accompany the plans to describe proposed improvements in more detail.

SECTION 704. GENERAL INFORMATION TO BE SHOWN ON ENGINEERED CONSTRUCTION PLANS.

1. Name and address of owner of record and of subdivider.
2. Name of engineer responsible for preparation of plans.

3. Exact boundary lines of the subdivision by bearings and distances, and any proposed limits of construction.
4. Names of streets.
5. The location of the subdivision and developments in its vicinity including:
 - a. Land lot and district number and lines.
 - b. City and County names and limit lines.
 - c. Names of owners of record of adjoining land.
 - d. Location, width and purpose of any existing easements.
6. Location of existing buildings and other structures on the tract and any significant natural features, including trees that should be preserved.
7. Scale layout of lots and blocks with letter or number designations.
8. Detailed material and equipment specifications and construction procedures to be employed. Where City standards are proposed, such standards may be incorporated by reference.

SECTION 705. INFORMATION RELATING PRIMARILY TO STREETS

1. Route number of any State Highway to which a connection is to be made.
2. Existing and proposed streets within a subdivision or in its immediate vicinity including:
 - a. Location
 - b. Name
 - c. Location of pavement edge and back of curbs, together with any existing or required surface water drainage pipes or other appurtenances.
 - d. Right-of-way with its location measured to the back of curbs.
 - e. Center line, with the distance from back of curbs to the centerline.
 - f. Radius of all curb returns.
 - g. Stations at every one hundred (100) feet on the street center lines. Also, stations at points of curvature and tangency, and at the beginning and end of all returns, at center line intersections and at subdivision or construction limits.
3. Road center line curve data including deflection angle, radius, degree of curvature, and tangent distance.

4. Top of curb profiles shall be shown for all proposed streets.
 - a. Where curbs on the two (2) sides of the street are at different elevations, separate profiles and vertical geometry shall be shown.
 - b. At cul-de-sacs, show grade profiles and elevations around the entire turnaround.
5. The curb profile of a proposed street construction must include:
 - a. Percent of grade.
 - b. Elevations at beginning and end of all vertical curves.
 - c. Length of vertical curves with elevations and stations of vertical points of intersection.
 - d. Elevations computed every fifty (50) feet along tangent sections and every twenty-five (25) feet within a vertical curve.
 - e. Elevations at all intersections of streets, at all street intersections with boundaries of the subdivision, at all curb returns, at all culverts, at all storm water crossings, and at all catch basins inlets.
6. Existing roads to remain in use which abut or traverse the subdivision shall be shown, including the following:
 - a. Profiles.
 - b. Cross sections at fifty (50) foot intervals.
 - c. Curbs, together with any surface water drainage pipes and related appurtenances.
7. When a cul-de-sac turnaround is used at the temporary end of a street, the proposed grade and existing profiles shall be carried beyond the property line a sufficient distance to show the feasibility of future extension of the proposed street.
8. When a proposed street intersects, extends, or joins an existing street, both edges of the pavement surface or the curbs and gutters on the existing street shall be shown in plan and profile for a sufficient distance to show that a smooth transition will exist.
9. Where a proposed street is located near an existing stream or drainageway, show the profiles of the top of the bank, computed water elevations and the flow line of the stream or open drainageway. Show the relation of the proposed street grade to the profiles of the stream or drainageway.
10. Easement for pedestrian access across blocks.
11. Traffic barricades or "No Through Street" signs.

SECTION 706. INFORMATION RELATING PRIMARILY TO GRADING & DRAINAGE

1. Give the watershed area in acres at all culvert pipes, catch basins, and other entrances.

2. Show the existing location or relocation of all streams that are not to be piped and all existing surface drainage structures with profiles as follows:
 - a. Profile of top of bank (on both sides of stream where a difference in elevation exists).
 - b. Profile of flow line of stream bed.
 - c. A detailed typical section and type of stabilization to be provided.
 - d. A flood plain study will be required of all land areas proposed for development which might be subject to flooding.
3. The direction of drainage flow in streams, storm sewers, gutters, sub-drains, and the like.
4. The location of all springs, either within the right-of-way or draining to the right-of-way.
5. The location of storm sewers and appurtenances, including:
 - a. Stations at every one hundred (100) feet and at appurtenances.
 - b. Catch basins with proposed elevations for the tops and inverts.
 - c. All stream crossings.
 - d. Outfalls of storm sewers to existing streams.
6. Storm sewer profiles as follows:
 - a. Profile of existing ground at center line of proposed storm sewer.
 - b. Profile of proposed finished grade.
 - c. Percent of grade of proposed storm sewer.
7. All existing or proposed drainage easements.
8. The size and type or class of drainage pipe to be installed both within and outside the road right-of-way.
9. Proposed drainage ditches for the full length in all easements. Show centerline profiles, a detailed typical section and the type of stabilization to be provided when velocity exceeds three (3) feet per second.
10. The location of all sanitary sewers and appurtenances, as required to demonstrate freedom of conflict between sanitary and storm sewers.

SECTION 707. RESIDENTIAL GREEN SPACE REQUIREMENTS

1. Green Space Required.

A. **Purpose.** The purpose of these Green Space requirements is to promote the public health, safety and welfare by establishing efficient, effective minimum standards for residential land uses, for the protection of natural resources, and the installation and continued maintenance of landscaped areas within the City of Carrollton. Where necessary to interpret the precise meaning of technical landscaping terms used in this section, reference shall be made to The American Standard For Nursery Stock, as published by the American Association of Nurserymen (AAN).

B. **Green Space Plan Required.** All new residential development or redevelopment required to submit a site plan shall comply with the landscaping standards set forth in this Code. A plan showing required buffers and landscaping of the buffers shall be submitted in support of a site plan or building permit for any development within a development area, except for farms, individual single-family dwellings and two-family dwellings. All landscaping plans for buffers and related areas shall include the following information:

1. The locations, varieties, number and size of plants to be planted within required landscaped buffer areas;
2. Topographic information showing the final site grading and drainage for landscape area, and properly specify planting for areas needing slope protection;
3. Impervious surfaces, including sidewalks, pavement areas and building footprints;
4. Property boundaries;
5. Mature sizes of plant materials shall be drawn to scale;
6. Existing trees and shrubs which shall be preserved;
7. All trees with an 8-inch caliper or larger measured 2.5 feet above ground level; and
8. The boundaries and edge treatments of all landscaped and buffer areas.

C. **Total Green Space Area Requirements.** All residential subdivisions and multi-family development shall provide no less than the percentage of gross area indicated in the table below as Green Space, subject to the configuration and design standards indicated within this section. If Green Space has been provided for multi-family projects as part of a subdivision process, then no additional Green Space shall be required as a condition of site plan approval.

Minimum Open Space Requirement

Zoning District	Minimum Percentage of Gross Area to be Provided as Open Space
R-20 and Mixed Use	20%
R-15	25%
R-12	28%
R-10	30%
All residential PUDs, two family and multi-family development	30%

Note: Delete existing Section 13.11 – Recreation Space.

- D. **Certain Activity Forbidden.** Following designation of Green Space areas, no person shall remove trees, vegetation or topsoil from the area, nor shall the lands be used for the purpose of stockpiling of earth or construction material, or disposal of construction debris, without the written consent of the City Engineer.
- E. **Minimum Plantings and Sizes of Landscape Materials.** Landscape materials shall measure the minimum sizes at the time of planting as described below:
1. **Trees.** Trees provided at the time of planting shall have a minimum 2½-inch caliper measured at 2½ feet above ground. At maturity, small/medium trees shall have a minimum height of 10 feet and large trees shall have a minimum height of 30 feet.
 2. **Shrubs.** Shrubs provided at the time of planting shall be a minimum of 24 inches tall from ground level to the top of the shrub. At maturity, small shrubs shall have a minimum height of two (2) feet, medium/large shrubs shall have a minimum height of five (5) feet.
- F. **Minimum Required Number of Plantings.** Unless otherwise indicated in this section, the minimum number of plantings per 1,000 square feet of required Green Space area are as follows:
1. **Trees.** Two (2) medium/small trees or one (1) large tree.
 2. **Shrubs.** Four (4) small shrubs or two (2) medium/large shrubs.
- G. **Exceptions to Green Space Requirements.** Landscaping standards shall not apply to agricultural uses, or commercial remodeling projects, or development projects within the C-1, Central Business District. Upon the recommendation of the Planning Commission, the Mayor and City Council may approve the following exceptions to Green Space requirements:
1. By finding that the environmental or recreational value of an alternative design meets the intent of this ordinance and results in Green Space of an equal or higher quality than would be provided

through strict compliance with the standards, the City Council may grant exceptions to the width, depth, topographical and/or improvement requirements, or authorize any category of Green Space to exceed specified proportions of the total Green Space requirement.

2. Upon finding that quality of existing vegetation to be preserved or the design and quality of vegetation and other landscaping to be installed, provide a superior environment to that which would be created by strict application to minimum required plantings, the Mayor and City Council may authorize a reduction in the minimum required plantings.
3. By finding that the quality of Green Space that can be provided on-site would not enhance the quality of the development or surrounding neighborhood, or that the provision of required Green Space would render development of the site unfeasible, the City Council may accept a fee in-lieu of Green Space for any area reductions.

H. **Green Space Credits.**

1. Up to 100% credit may be provided towards required plantings for the retention of existing vegetation, provided that minimum planting requirements are met for buffers, street trees and parking lots.
2. Up to 25% credit may be provided towards required plantings for the planting or retention of existing vegetation within adjacent rights-of-way, subject to approval by the City Engineer.

2. **Green Space Types/Standards**

An applicant may chose to provide any combination of Green Space types specified in this section, subject to area limitation in the purpose sections.

A. **Natural Areas**

1. **Purpose.** Natural Areas are areas established for the protection of natural attributes of local, regional, and statewide significance, which may be used in a sustainable manner for scientific research, education, aesthetic enjoyment, and other appropriate uses not detrimental to the primary purpose. These areas are resource rather than user-based, but may provide some passive recreational activities such as hiking, nature study, and picnicking. Natural areas may encompass eighty (80) percent of required Green Space.
2. **Design Standards:**
 - (a) **Minimum acreage.** Two (2) acres.
 - (b) **Minimum width.** 100 feet, which may include the width of an adjacent Greenway.

- (c) **Floodplains.** Up to 50% of Natural Areas may be located within floodplains mapped by FEMA. Up to 70% of Natural Areas may be located within floodplains if a Greenway meeting the standards of this ordinance is provided along the length of the floodplain through the property.
 - (d) **Topography.** Not more than 20% of Natural Areas may have an average slope of 3:1 or greater which may be waived by the City Engineer if it would not impose significantly more negative impacts to the Project and/or nearby properties.
 - (e) **Access.** Access from a public street must be provided for maintenance of any drainage course or utility easement.
 - (f) **Plantings.** These areas shall have a minimum of twice the minimum required number of plantings.
 - (g) **Improvements.** Limited to trails and benches.
3. **Maintenance.** Maintenance is limited to a minimum removal and avoidance of hazards, nuisances, or unhealthy conditions. Natural water courses shall be maintained as free-flowing and devoid of debris. Stream channels shall be maintained so as not to alter floodplain levels.

B. Greenways

- 1. **Purpose.** Greenways are linear Green Spaces that incorporate trails, which connect residential areas with other residential areas, public facilities and/or services. Greenways are designed to follow natural features, such as creeks and significant stands of trees within neighborhoods. Greenways differ from parks, plazas and squares in that their design is natural (i.e., informally planted), except along rights-of-way, and may contain irregular topography. Greenways may encompass eighty (80) percent of required Green Space.
- 2. **Design Standards:**
 - (a) **Minimum acreage.** None.
 - (b) **Minimum width.** Fifty (50) feet.
 - (c) **Floodplains.** Greenways may be located in the floodplain, but the trail within a Greenway shall not be located within in a floodway or within the banks of a stream.
 - (d) **Topography.** Greenways may follow or cross steep slopes provided that the maximum slope of the trail shall not exceed 4:1¹.

¹ All slopes are expressed in terms of horizontal run to vertical rise.

- (e) **Access.** Access from a public street shall be provided to the trail and to the greenway for maintenance purposes.
 - (f) **Plantings.** These areas shall have a minimum of twice the minimum required number of plantings.
 - (g) **Improvements.** Each greenway shall have a trail along its length with a minimum width of six (6) feet and covered with a durable all-weather surface approved by the City Engineer. Benches, picnic tables, playground equipment and exercise equipment may be provided along the greenway at the discretion of the applicant.
3. **Maintenance.** Unless dedicated to and accepted by the City as part of its Parks and Recreational Lands, the applicant shall establish a property owners association or some other entity approved by the City to provide for the on-going maintenance of the greenway and trail surface to keep vegetation from encroaching over the trail and to maintain a safe and continuous surface.

C. **Greenbelts**

1. **Purpose.** A Greenbelt runs along the perimeter of a neighborhood, and buffers the neighborhood from incompatible uses such as arterial roads or non-residential uses. Greenbelts are left natural, and are not for recreational use. Greenbelts may encompass fifty (50) percent of required Green Space.
2. **Design Standards:**
- (a) **Minimum acreage.** None.
 - (b) **Minimum width.** Fifty (50) feet.
 - (c) **Average width.** One hundred (100) feet.
 - (d) **Plantings.** These areas shall have a minimum of twice the minimum required number of plantings. There shall be at least three (3) large trees per one hundred (100) feet along the greenbelt and at least four (4) shrubs or understory trees per large tree.
3. **Maintenance.** Unless dedicated to and accepted by the City as part of its Parks and Recreational Lands, the applicant shall establish a property owners association or some other entity approved by the City to provide for on-going of greenbelts maintenance. Maintenance is limited to a minimum removal and avoidance of hazards, nuisances, or unhealthy conditions. Natural water courses shall be maintained as free-flowing and devoid of debris. Stream channels shall be maintained so as not to alter floodplain levels.

D. **Playgrounds**

1. **Purpose.** Playgrounds provide play areas for children as well as open shelter with benches for parents. Playgrounds meeting minimum design standards may be built within any Green Space category or may stand alone within a residential block, but shall not constitute more than fifty (50) percent of required Green Space.
2. **Design Standards:**
 - (a) **Location:** all areas of playgrounds shall be visible from an adjacent street. Playgrounds shall not abut any arterial street.
 - (b) **Minimum Size.** 5,000 square feet.
 - (c) **Maximum Size.** 20,000 square feet.
 - (d) **Improvements:** Playing surfaces may be covered in sand, wood chips, or other equivalent material approved by the Parks and Recreation Director. Trails shall be a minimum width of six (6) feet and covered with a durable all-weather surface approved by the City Engineer. Playgrounds shall be built in accordance with National Recreation and Parks Association standards as published in the **Park, Recreation, Open Space and Greenway Guidelines**.
3. **Maintenance.** Unless dedicated to and accepted by the City as part of its Parks and Recreational Lands, the applicant shall establish a property owners association or some other entity approved by the City to provide for the on-going maintenance of all landscaping and improvements.

E. **Plazas and Greens**

1. **Purpose.** Plazas are areas for passive recreational use that are bounded by streets on at least three (3) sides. Greens are similar to plazas, but have less formal landscaping, have less impervious surface and accommodate more active play areas. Plazas and Greens may constitute up to twenty (20) percent of required Green Space.
2. **Design Standards:**
 - (a) **Minimum width.** Two hundred (200) feet.
 - (b) **Minimum length.** Three hundred (300) feet.
 - (c) **Maximum length.** Eight hundred (800) feet.
 - (d) **Improvements:** Impervious surfaces shall not cover more than forty (40) percent of plazas. Improvements may

include benches, walkways, fountains and other facilities for passive recreation

3. **Maintenance.** Unless dedicated to and accepted by the City as part of its Parks and Recreational Lands, the applicant shall establish a property owners association or some other entity approved by the City to provide for the on-going maintenance of all landscaping and improvements.

F. **Courtyards**

1. **Purpose:** A Courtyard is a common open area adjacent to, or part of a community building or multi-family structure. Courtyards function as gathering places. Courtyards may constitute up to fifty (50) percent of required Green Space.
2. **Design Standards:**
 - (a) **Minimum size.** 2,000 square feet.
 - (b) **Minimum width.** Fifty (50) feet
 - (c) **Improvements.** Up to forty (40) percent of Courtyards may be paved in brick or other type of paver. Courtyards shall be level, stepped, or gently sloping (less than 1:20 grade). Courtyard's horizontal length shall be no greater than twice the width. Improvements may include benches, walkways, fountains and other facilities for passive recreation.
3. **Maintenance.** Courtyards shall be retained in private ownership and shall be maintained by a property owners association or other mechanism approved by the City.

G. **Parks**

1. **Purpose:** Parks create a central open space that services a neighborhood or group of neighborhoods. They may be open fields or incorporate physical features that are an asset to the community (i.e. lake or river frontage, high ground, or significant stands of trees). Parks may be combined with parkways and greenbelts. Parks designed for passive recreational uses may be used to satisfy up to eighty (80) percent of required Green Space.
2. **Design Standards:**
 - (a) **Minimum size.** 1 acre.
 - (b) **Topography.** At least fifty (50) percent of park land shall have an average slope of 20:1 or less and eighty (80) percent of the park land shall have an average slope of 7:1 or less. Land with average slopes of greater than 7:1 may constitute up to twenty (20) percent of required Green Space. . Topography must be compatible with

improvement requirements specified by the Carrollton Parks, Recreation and Cultural Arts Department.

- (c) **Water features.** Water features and floodways may constitute up to twenty (20) percent of required Green Space.
- (d) **Access.** Parks shall be bounded by public streets on a minimum of forty (40) percent of their perimeters.
- (e) **Plantings.** Active park and recreation areas shall have the minimum required number of plantings specified in the Developer's Guide. Passive park and recreation areas shall have a minimum of twice the minimum required number of plantings.
- (f) **Improvements.** If dedicated for public maintenance, all park improvements shall be approved by the Carrollton Parks, Recreation and Cultural Arts Department.
- (g) **Landscaping.** Play fields shall be planted with appropriate grasses as approved by the Parks and Recreation Director. Paths and trails shall be constructed of a durable all-weather surface approved by the City Engineer. Areas under dense tree plantings should have sufficient groundcover to prevent erosion. Areas for active recreational use and any facilities which accompany such use shall have a tree planting design that are consistent with anticipated active uses and separate the area from passive use areas.

- 3. **Maintenance.** Unless dedicated to and accepted by the City as part of its Parks and Recreational Lands, the applicant shall provide for the on-going maintenance of all landscaping and improvements.

3. **Green Space Alternatives**

- A. **In-lieu Payment for Green Space.** Green Space requirements may be satisfied by a payment of cash in-lieu of land, plantings and improvements, as applicable, by the subdivider to the City. The payment amount shall be in an amount equivalent to the fair market value of land which would otherwise required to be dedicated, for an amount recommended by the City Engineer and approved by the Mayor and City Council. The calculation of the amount of the cash payment required shall be computed based on the fair market value of the undeveloped residential land proposed to be subdivided at the time the preliminary plat is proposed, giving due consideration to the value to be assigned to similarly situated land by the County Assessor following it's subdivision. Payment shall be made prior to recording the Final Plat. All payments collected in lieu of Green Space shall be placed in the appropriate Green Space and Greenway acquisition and development fund. Disbursements

shall provide Green Space that is reasonably beneficial to the residents of the development for which the funds were collected

- B. **Off-site Green Space.** Green Space requirements may be satisfied by the dedication and acceptance of off-site land, plantings and improvements, as applicable, by the subdivider to the City. The subdivider may enter into an agreement with the City providing for the dedication of land in-lieu of on-site Green Space requirements. The Agreement may provide for the construction or installation of improvements or plantings and for credits or reimbursements for costs incurred by the subdivider, including inter-project transfers of credits or reimbursement for project improvements which are used or shared by more than one proposed development project. The land shall be located in an area recommended by the City Engineer, approved by the Mayor and City Council, and consistent with the City's Green Space plans.

4. Buffer Requirements

Buffers shall conform to Section 810 of the City of Carrollton Zoning Ordinance.

SECTION 709. RESIDENTIAL DESIGN STANDARDS

Driveway/Street locations shall conform to Section 1101 of the City of Carrollton Zoning Ordinance.

SECTION 709. INFORMATION TO BE SHOWN ON SANITARY SEWER PLANS

1. An overall project map showing location of all sewer lines, relative to streets, lot lines, lot elevations, channels, structures and other project features significant to proposed sewer lines.
2. Plan and profile of sanitary sewers and appurtenances showing:
 - a. Stations at every one hundred (100) feet and at appurtenances.
 - b. Size of proposed pipe or structure.
 - c. Manholes with proposed elevations for tops and inverts to the nearest hundredth of a foot.
 - d. All stream crossings.
 - e. Profile of existing ground and finished ground at center line of pipe together with invert and crown lines of pipe.
 - f. Distance and percent grade between manholes.
 - g. All existing or proposed sewer line easements.

- h. The size and type or class of sewer pipe to be installed.
 - i. The location of all storm sewers as required to demonstrate freedom of conflict between sanitary and storm sewers.
 - j. Location and detail of all sanitary sewer service stubouts.
 - k. Station and deflection angle at each manhole.
 - l. Location and details of any proposed lift stations.
3. Information to be shown on plans where septic tanks are proposed:
- a. A location map showing the subdivision in relation to nearby built-up areas. This map may be presented as a small inset or as a full sheet-size map.
 - b. Identification of each lot within the subdivision indicating whether or not the lot has been approved for a septic tank installation by the Carroll County Health Department.
 - c. All data and plans submitted to the Carroll County Health Department relating to lots which are approved for septic tanks shall be included on the subdivision plans. The same plans may be used to meet subdivision regulations and health department requirements, provided the plans meet the standards of each agency.
4. In cases where a community disposal system is proposed, complete and detailed construction plans and specifications acceptable to county and state authorities shall be required.

SECTION 710. INFORMATION TO BE SHOWN ON EROSION CONTROL PLANS

The erosion control plan must conform with the requirements set forth in the City of Carrollton Soil Erosion and Sedimentation Control Ordinance as set forth in Sections 50-96 through Sections 50-140 of this Code and the Manual for Erosion and Sediment Control in Georgia.

SECTION 711. REVIEW PROCEDURES FOR SUBDIVISION CONSTRUCTION PLANS.

- 1. The developer shall submit three (3) copies of the engineered construction plans, a performance agreement letter, and a water/sewer installation agreement letter.
- 2. The City Engineer shall review the engineered construction plans and coordinate with each city department likely to be affected by or having jurisdiction with respect to any land subdivision matter. Such departments review the plans and forward comments to the City Engineer.
- 3. The City Engineer shall promptly advise the subdivider in writing of the action taken on his submittal.

4. Upon approval of the subdivision construction plans, the developer may apply for a land disturbing activity permit.
5. Prior to commencing work, the developer must coordinate with the City Engineer concerning the following inspection requirements:
 - a. Erosion control.
 - b. Water/sewer installation (if accomplished by the developer).
 - c. Storm drainage construction.
 - d. Subgrade preparation.
 - e. Curb and gutter installation.
 - f. Base preparation.
 - g. Asphalt placement.

SECTION 712. REQUIRED IMPROVEMENTS

Prior to the commencement of construction of any building within a subdivision, the following items must be complete:

1. Storm drainage system including satisfactory storm water discharge on or off the subdivision site.
2. Street grading.
3. Satisfactory erosion control.
4. All-weather surfacing of roads.
5. Concrete curb and gutters.
6. Bridges necessary to public access along any street proposed for public dedication.
7. Sanitary sewer system including satisfactory on or off-site disposal of wastewater as per City of Carrollton Standards and Specifications.
8. Water distribution system with fire hydrants and any off-site extension of the City water supply to the subdivision as per City of Carrollton Standards and Specifications.
9. All streets, water mains, and sanitary sewer mains are required to be maintained for a period of two years from the date the final plat is approved by the City Engineer.
10. Approval and filing of the Documents of Record by the City Engineer.

ARTICLE VIII. DOCUMENTS OF RECORD APPROVAL.

The record documents consist of the final land subdivision plat (plat of record), the engineered plans of record (as required), and a filing fee, together with other specific document requirements described herein.

SECTION 801. REQUIREMENTS FOR THE LAND SUBDIVISION PLAT PART OF THE RECORD DOCUMENTS.

The land subdivision plat part of the record documents shall be prepared by a licensed surveyor and shall meet the following requirements:

1. The plat of record shall be clearly and legibly drawn at a scale of fifty (50), one-hundred (100), or two-hundred (200) feet to one inch.
2. The plat of record shall be prepared on heavy-weight plastic drafting film.
3. The plat of record shall show:
 - a. Numeric and graphic scales, north arrow and date.
 - b. Name and address of owner of record and of subdivider.
 - c. Name of subdivision and its acreage.
 - d. Bearings and distances determined by field survey of the subdivision boundaries to the nearest street lines or other permanent monuments accurately described on the plat. In the event these monuments are not available, the subdivider shall have the required number of monuments constructed at locations and in a manner acceptable to the City.
 - e. Municipal, County, and land lot lines accurately located in relation to subdivision boundaries by bearings and distances when such lines traverse or are reasonably close to the subdivision.
 - f. Bearings and distances determined by field survey of each lot boundary to an accuracy of at least 1:10,000.
 - g. Bearings and distances of street right-of-way lines with field determined curve and tangent data.
 - h. Street addresses assigned by the City Engineer.
 - i. Names of owners of record of adjoining land.
 - j. Names, location, and right-of-way width of streets on and adjacent to the tract.
 - k. Lot lines with accurately calculated dimensions and bearings, square footage, lot numbers, and block numbers or letters.

- l. Sites, if any, to be used for purposes other than single-family dwellings.
- m. Sites, if any, to be dedicated or reserved for parks, schools, playgrounds or other public use, together with the purpose and the conditions or limitations of such dedication, if any.
- n. Minimum setback lines, as required under the Zoning Ordinance of the City of Carrollton.
- o. Easements on and adjacent to the tract with their locations, width and purpose.
- p. Location of significant existing structures on the tract.
- q. Location of significant watercourses on and adjacent to the property.
- r. Location of any flood plain on the site.
- s. A statement, either directly on the plat or in an identified attached document, of any private deed covenants, none of which shall stipulate lower standards than the minimum requirements of the Zoning Ordinance or of the Land Subdivision Regulations of the City of Carrollton.
- t. A surveyor's certification as follows:

SURVEYOR'S CERTIFICATION

This survey has been calculated for closure by latitudes and departures and is found to be accurate within one foot in _____ feet.

In my opinion this plat is a correct representation of the land platted and has been prepared in conformity with the minimum standards and requirements of law.

By: _____ Date: _____

- u. An owner's certification as follows:

OWNER'S CERTIFICATION

State of Georgia County of Carroll

The Owner of the land described by this plat and whose name is subscribed hereto, in person or through a duly authorized agent, certifies that all State and County taxes or other assessments now due on this land have been paid, and that he dedicates to the use of the public forever all streets, alleys, parks and water courses, drains, easements and other public places hereon shown for

considerations hereby acknowledged, except those public ways or places specifically indicated hereon as being excluded from such dedication.

By: _____

Title: _____

Date: _____

v. City Engineer's certification as follows:

CITY ENGINEER'S CERTIFICATION

I hereby certify that this plat is officially approved for recording in the Office of the Clerk of the Superior Court, Carroll County, Georgia.

By: _____

Date: _____

4. The proposed name of the subdivision shall not duplicate nor too closely approximate, phonetically, the name of any other subdivision in the Carrollton area.
5. Except where clearly indicated to the contrary on the approved final subdivision plan, streets, storm and sanitary sewerage, and water system improvements shall on satisfactory completion be dedicated to the City. Privately-owned water and sewer utilities where permitted by the City within shopping centers, apartment developments and similar developments shall conform with these subdivision regulations up to the point at which City-enforced building utility code(s) assume jurisdiction.

**SECTION 802. REQUIREMENTS FOR THE ENGINEERING PLANS OF RECORD
PART OF THE RECORD DOCUMENTS.**

The engineering plans of record shall meet the following requirements:

1. They shall conform with the requirements of the engineered construction plans except where modified by this section.
2. They shall be prepared on heavy-weight plastic drafting film.
3. They shall show all data, dimensions, plans, profiles, stationing, elevations, materials, etc., corrected to conform with actually constructed improvements.
4. They shall include an engineer's certification as follows:

ENGINEER'S CERTIFICATION

It is hereby certified that these engineering plans have been corrected to accurately show improvements as actually constructed, that I have inspected these

improvements during and on completion of construction, and that in my opinion, such improvements are suitable for their intended purposes.

By: _____

Date: _____

SECTION 803. REVIEW PROCEDURES FOR THE DOCUMENTS OF RECORD

1. The subdivider shall submit to the City Engineer:
 - a. Plat of record in single copy on heavy plastic drafting film with three (3) paper copies.
 - b. Engineering plans of record in single copy on heavy plastic drafting film with one (1) paper copy. (Engineering plans of record may be waived at the discretion of the City Engineer).
 - c. Maintenance agreement letter acknowledging his responsibility for maintenance of all dedicated improvements for a two-year period.
 - d. Plat of record, water plans, sanitary sewer plans, sanitary sewer tap locations (distance from manhole) in digital format (AutoCAD/DWG/DXG).
 - e. Filing fee of \$200 plus \$5/lot or \$10/acre (whichever is greater).
2. The City Engineer shall review the documents of record and compare the data thereon with available field information.
3. The City Engineer shall approve the documents of record after determining that all requirements of these regulations are met and the improvements shown are satisfactorily completed.
4. The City Engineer shall thereafter promptly have the approved plat of record recorded in the office of the Clerk of the Superior Court of Carroll County.

SECTION 804. AUTHORIZED BUILDING CONSTRUCTION

Until the land subdivision plat of record has been approved and filed by the City Engineer:

1. No street shall be deemed to have been accepted or to have otherwise been given legal status.
2. No building or other structure within the subdivision shall be erected, moved, added to or structurally altered.

After such approval and acceptance, no building permit shall be issued by the City except in conformance with the provisions of these regulations.

PART III. DESIGN STANDARDS AND REQUIREMENTS

ARTICLE IX. GENERAL REQUIREMENTS

SECTION 901. SUITABILITY OF LAND

Land subject to flooding, improper drainage or erosion, or land that is for topographical or other reasons unsuitable for residential use shall not be platted for residential use nor for any other use that will continue or increase the danger to health and safety and of property destruction, unless the hazards can be and are corrected.

SECTION 902. PRESERVATION OF TREES AND OTHER NATURAL GROWTH

The subdivider shall preserve all trees and other natural growth to the maximum extent feasible.

SECTION 903. ACCESS.

Access to every subdivision shall be provided over a public street.

SECTION 904. CONFORMANCE TO ZONING ORDINANCE STREET & COMPREHENSIVE PLANS.

All streets and other features of the Zoning Ordinance of Carrollton, Georgia, shall be platted by the subdivider in the location and to the dimension indicated and required by the Zoning Ordinance and Zoning Map.

When features of other plans adopted by the Planning Commission (such as schools or other public building sites, parks, or other land for public uses) are located in whole or in part in a land subdivision, such features shall be either dedicated or reserved by the subdivider for acquisition within a reasonable time by the appropriate public agency.

Whenever a subdivision plat proposes the dedication to public use of land that the Planning Commission finds not required or not suitable for such public use, the Planning Commission shall refuse to approve the plan and shall notify the land developer and the governing body of the reasons for such action.

ARTICLE X. BLOCK, LOT, RIGHT-OF-WAY REQUIREMENTS

SECTION 1001. BLOCK LENGTHS AND WIDTHS.

Block lengths and widths shall be as follows:

1. Blocks shall be not greater than 1,800 feet nor less than 400 feet in length.
2. Blocks shall be wide enough to provide two (2) tiers of lots of minimum depth. Perimeter lots of greater than minimum depth may be required where abutting upon limited access highway, major thoroughfares, expressways or railroads in order to provide adequate buffering.

3. Common walks with a right-of-way width of not less than ten (10) feet may be required across blocks, if deemed essential by the Planning Commission, to provide adequate circulation between dwelling units or access to schools, playgrounds, shopping centers, parking lots or other community facilities.

SECTION 1002. LOT SIZES.

The following lot size requirements shall be met:

1. Residential and nonresidential lots shall conform to the minimum dimension and area requirements of the Zoning Ordinance of the City of Carrollton.
2. Any lot which is to be served by an individual septic tank shall have such greater area as recommended by the Carroll County Health Department.
3. Residential corner lots shall have adequate width to meet the building front yard setback requirements on both abutting streets.
4. Commercial and industrial lots shall be of adequate size to provide for the intended use and for the yards, the buffer areas, and the off-street parking and loading and unloading requirements of the Zoning Ordinance.

SECTION 1003. LOT LINES.

All lot lines shall be perpendicular or radial to street lines, unless not practicable because of topographic or other features.

SECTION 1004. FRONT YARD SETBACK LINES.

A line meeting the front yard setback requirements of the Zoning Ordinance shall be established on all lots.

SECTION 1005. LOTS ABUTTING PUBLIC STREETS.

Each lot shall abut upon a publicly dedicated and publicly maintained street.

SECTION 1006. THROUGH OR DOUBLE-FRONTAGE LOTS.

Through or double-frontage lots shall be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography.

A buffer strip at least ten (10) feet wide, planted with evergreen trees or shrubs that grow at least eight (8) feet tall and provide an effective visual screen, with no right of access, may be required along the portion of a lot abutting such traffic artery or other incompatible use.

SECTION 1007. BLOCK AND LOT EASEMENTS.

Easements having a minimum width of ten feet and located along the side or rear lot lines shall be provided, as required, for utilities.

Where a subdivision is traversed by a watercourse, drainageway, natural channel or stream, there shall be provided a drainage easement conforming substantially to the limits of such watercourse plus additional width as necessary to accommodate future construction, but not to exceed the 100-year intermediate regional floodplain, plus five (5) feet horizontally. Parallel streets may be required by the Planning Commission in connection with the above easements.

SECTION 1008. STREET RIGHT-OF-WAY WIDTHS.

See Section 1101.

SECTION 1009. CONTINUATION OF EXISTING STREETS.

Extension of existing streets shall be continued at the same or greater width, but in no case less than the minimum width specified in Section 1101.

SECTION 1010. LOCAL STREETS IN A SUBDIVISION.

Local streets in a subdivision shall be so designed that their use by through traffic will be discouraged.

SECTION 1011. STREET INTERSECTIONS.

Street intersections shall be as nearly at right angles as possible. No street intersection shall be at an angle of less than 60 degrees, unless required by unusual circumstances.

SECTION 1012. RIGHT-OF-WAY INTERSECTION RADIUS.

The right-of-way intersection radius at street intersections shall be at least 25 feet. Where the angle of street intersection is less than 90 degrees, a longer radius may be required.

SECTION 1013. STREET JOGS.

Street jogs with centerline offsets of less than 150 feet shall not be permitted.

SECTION 1014. CUL-DE-SACS.

Except where topographic or other conditions make a greater length unavoidable or where the total number of lots or dwelling units fronting on the cul-de-sac is less than 16, cul-de-sacs or dead-end streets shall not be greater than 600 feet in length. They shall be provided at the closed end with a turnaround having a right-of-way diameter of at least 100 feet. Land zoned M-1 or M-2 is excluded from these requirements.

SECTION 1015. TEMPORARY CUL-DE-SACS.

Temporary cul-de-sac s may be platted if deemed desirable by the City Engineer where the land adjoins property not subdivided. Such temporary cul-de-sacs shall meet the requirements of Section 1014.

APPENDIX A – SUBDIVISION REGULATIONS

SECTION 1016. CONTINUATION OF A STREET ON ADJOINING PROPERTY THAT IS TERMINATED BY A TEMPORARY CUL-DE-SAC.

If adjoining property contains a street that is terminated by a temporary cul-de-sac, the subdivision plat shall provide for a continuation of this street on the property being developed.

SECTION 1017. DEVELOPMENT ALONG MAJOR THOROUGHFARES, LIMITED ACCESS HIGHWAY, EXPRESSWAY OR RAILROAD RIGHT-OF-WAY.

Where a subdivision abuts or contains a major thoroughfare, a limited access highway, an expressway or a railroad right-of-way, the Planning Commission may require a street approximately parallel to and on each side of such right-of-way and/or a nonaccess reservation strip suitably planted as a buffer zone. Lots shall have no access to a limited access highway, but only to access streets.

SECTION 1018. STREET NAMES.

A street that is obviously in alignment with streets existing and named shall be given the name of the existing street. Names of new streets shall not duplicate nor closely approximate those of existing streets.

ARTICLE XI. DESIGN STANDARDS FOR STREETS

SECTION 1101. MINIMUM RIGHT-OF-WAY AND STREET WIDTHS.

CATEGORY	RIGHT-OF-WAY	STREET (BACK OF CURB)
Major Thoroughfare (If Median)	100' 120'	52' 28' (2 sections)
Collector	80'	40'
Industrial (If < 1200')	80' 60'	36' 36'
Local and dead-end	60'(*50')	28'
Cul-de-sac	100' diameter	80' diameter
Alley	20'	16'

*Right-of-way width may be reduced from 60' to 50' by the City Engineer where it would not impose significantly more negative impacts on the project.

SECTION 1102A. ROADWAY CONSTRUCTION METHODS.

Roadway excavation, subgrade, graded aggregate base and asphaltic concrete materials and construction methods shall comply with the Georgia Department of Transportation Standard Specifications for Construction of Roads and Bridges.

Embankment shall be compacted to at least 95 percent of the maximum laboratory dry density to within one foot of the top of the embankment. The top 12 inches of the embankment (subgrade) shall be compacted to at least 100 percent of the maximum laboratory dry density, graded aggregate base shall be compacted to at least 100 percent of the maximum laboratory dry density and asphaltic concrete shall be compacted to at least 96 percent of the theoretical density of the approved job mix.

The compacted thickness of the graded aggregate base shall not be more than one-half inch less than the required thickness at any point, and the compacted thickness of the asphaltic concrete shall not be more than one-quarter inch less than the required thickness at any point.

A qualified independent testing agency approved by the City Engineer shall be employed by the developer to perform the following compaction tests and depth checks for the corresponding construction activity and shall submit all pertinent documentation (such as test results, job mix formulas, etc) to the City Engineer for approval.

Roadway Embankment – One compaction test per 20,000 cubic yards of material.

Subgrade – One compaction test per 4,000 square yards.

Graded Aggregate Base – One compaction test per 4,000 square yards and one depth check per 4,000 square yards.

Asphaltic Concrete – One compaction test per 4,000 square yards (each layer) and one depth check per 4,000 square yards (all layers).

An inspection report shall be completed by the City Engineer after each phase of roadway construction and prior to any subsequent construction. The subgrade and graded aggregate base construction shall be inspected by the City Engineer while being proof rolled.

Type E or F topping shall be installed when at least 50 percent of all buildable lots in subdivisions have been completed, or one year after the property has been platted, whichever comes first. The maintenance period for roadways installed shall end two years after the property has been platted, assuming acceptance by the City, regardless of when the topping was installed.

(Ord. Of 1-6-97(2), § 4; Ord. Of 4-7-97, § 2)

SECTION 1102-B. MINIMUM PAVEMENT SECTION.

CATEGORY	BASE COURSE (Crushed Stone Aggregate)	BINDER (Type B)	TOPPING (Type E or F)
Major Thoroughfare	10"	4"	1 ½"
Collector	8"	2 ½"	1 ½"
Industrial	10"	4"	1 ½"
Local and Dead-End			
Residential	6"	2"	1 ½"
Nonresidential	8"	2 ½"	1 ½"

(Ord. Of 1-6-97 (2), §1; Ord. Of 4-7-97, §1)

SECTION 1103. STREET CROSS SECTION REQUIREMENTS.

Street cross sections shall show one-quarter inch per foot crowns and eight-foot shoulders. Slide slopes shall not be steeper than two to one for cut or fill sections.

SECTION 1104. STREET GRADES.

Curb grades shall be within the following limits:

	MINIMUM	MAXIMUM
Major Thoroughfares	1%	7%
Collectors	1%	10%
Local and Dead-End	1%	12%
Cul-de-sac Turnarounds	1%	5%
Street Intersections	1%	5%

SECTION 1105. HORIZONTAL CURVES.

Curve design shall be in accordance with good engineering practice considering probable traffic speed, traffic volume, and other appropriate factors. In no event shall horizontal curves have a radius of less than 200 feet. Super elevation of curves shall be limited to high-speed thoroughfares.

SECTION 1106. VERTICAL CURVES.

Curve design shall be in accordance with good engineering design, considering traffic and drainage factors. In general, vertical curves shall not be less than 100 feet in length.

SECTION 1107. CURB INTERSECTION RADIUS.

6" x 24", Type 2 Curb and Gutter shall be installed on all proposed City streets. Curb radius measured to back of curb shall not be less than 20 feet at street intersections.

SECTION 1108. PROTECTION OF ENDS OF CURBS AND GUTTERS.

The ends of curbs and gutters shall be protected against erosion.

SECTION 1109. STREET INTERSECTION SIGHT DISTANCES.

Street intersections shall have a 200-foot minimum sight distance and shall conform to Section 1101 of the City of Carrollton Zoning Ordinance.

SECTION 1110. STREETS LOCATED NEAR OR PARALLELLING AN EXISTING STREAM.

When a proposed street is located near or paralleling an existing stream or open drainageway, street construction must be above the projected 50-year flood high water elevation.

SECTION 1111. DRIVEWAYS.

Driveways shall conform to detail 9031J of the Georgia Department of Transportation standard detail drawings. The depth of commercial and residential driveways shall be constructed eight (8) inches and six (6) inches respectively.
(Ord. Of 1-6-97 (2), § 2)

SECTION 1112. CONSTRUCTION METHODS.

The street construction standards used shall be those outlined in the State of Georgia Department of Transportation Standard Specifications Construction of Roads and Bridges. (Ord. Of 1-6-97(2), §3)

SECTION 1113. TRAFFIC IMPACTS

1. **Streets, Generally.** All development shall be provided with safe and adequate access designed to accommodate development at maximum planned densities unless the applicant restricts future subdivision through deed restrictions. A minimum of 60 feet of right-of-way is required for all public streets. Street systems shall be designed and constructed in accordance with this Section. No development shall be approved if such development, at full occupancy, will result in an increase of traffic on an arterial or collector street within one mile of the development so that the street does not function at a level of service "D" or better as defined by the Transportation Research Board, National Research Council in the Highway Capacity Manual.
2. **Traffic Impact Studies Required.** The intent of this section is to provide the information necessary to allow decision-makers to assess the transportation implications of traffic associated with a proposed development, to address the transportation-related issues associated with development proposals that may be of concern to neighboring residents, business owners and property owners, and to provide a basis for negotiation regarding improvements and funding participation in conjunction with an application for development. This section establishes requirements for the analysis and evaluation of transportation impacts associated with proposed developments.
 - A. **Purpose.** The purpose of a Traffic Impact Study will be to:
 1. evaluate traffic operations and impacts at site access points under projected traffic loads;
 2. evaluate the impact of site-generated traffic on affected intersections in the vicinity of the development site;
 3. evaluate the impact of site-generated traffic on the quality of traffic flow on public streets located in the vicinity of the site;
 4. evaluate the impact of the proposed development on residential streets in the vicinity of the site;

5. ensure that site access and other improvements needed to mitigate the traffic impact of the development meet commonly accepted engineering design standards;
 6. ensure that adequate facilities for pedestrians, transit users and bicyclists have been provided;
 7. identify transportation infrastructure needs and related costs created by the development and cost sharing on needed improvements.
- B. **Applicability.** Traffic Impact Analysis shall be required for any Land Use Plan Amendment, amendment to the Zoning Map, Subdivision, Conditional Use Permit, Rezoning or Site Plan under the following conditions:
1. The proposed use will generate more than 125 trips per acre per day according to most current versions of the ITE Trip Generation Informational Report or comparable research data published by a public agency or institution, and which will generate, based on the size of the development, 750 or more average daily trips; or
 2. The proposed development will concentrate 1,500 or more trip per day through a single access point.
- C. **Waiver.** The requirements of this section for a Traffic Impact Analysis may be waived by the City Engineer when it is determined that such report is not necessary to determine needed road improvements or that no unsafe or hazardous conditions will be created by the development as proposed.
- D. **Preparation.** The traffic impact analysis shall be prepared by an qualified engineer, with experience in the preparation of such analysis.
- E. **Traffic Service Standards.** The standards for traffic service that shall be used to evaluate the findings of traffic impact studies are:
1. **Capacity:** A volume to capacity (V/C) ratio of 0.90 shall not be consistently exceeded on any arterial or collector street as designated on the Thoroughfare Plan. Consistently means that the V/C ratios are exceeded based on average daily peak hour traffic counts, projections or estimates.
 2. **Level of Service:** For local streets, a Level of Service C or better shall be maintained. On any arterial or collector street a Level of Service D or better shall be maintained. Where the existing Level of Service is below these standards, the traffic impact analysis shall identify those improvements needed to maintain the existing level of service, and what additional improvements would be needed to raise the level of service to the standards indicated.
 3. **Local Street Impact:** No non-residential development shall increase the traffic on a local street with at least 300 average daily trips by more than 25%.

4. **Internal Circulation:** On-site vehicle circulation and parking patterns shall be designed so as not to interfere with the flow of traffic on any public street and shall accommodate all anticipated types of site traffic.
 5. **Safety:** Access points shall be designed to provide for adequate sight distance and appropriate facilities to accommodate acceleration and deceleration of site traffic.
- F. **Contents.** A Traffic Impact Study shall contain information addressing the factors listed below.
1. **Site Description:** The report shall contain illustrations and narrative that describe the characteristics of the site and adjacent land uses as well as expected development in the vicinity which will influence future traffic conditions. A description of the proposed development including access plans, staging plans and an indication of land use and intensity, shall be provided.
 2. **Study Area:** The study shall identify the geographic area under study and identify the roadway segments, critical intersections and access points to be analyzed. The focus shall be on intersections and access points adjacent to the site and roadways or intersections within 1/4 mile of the site.
 3. **Existing Traffic Conditions.** The report shall contain a summary of the data used in the analysis of existing traffic conditions, including:
 - a. traffic count and turning movement information, including the source of and date when traffic count information was collected;
 - b. correction factors that were used to convert collected traffic data into representative design hour traffic volumes;
 - c. roadway characteristics, including the design configuration of existing or proposed roadways, existing traffic control measures (speed limits, traffic signals, etc.) and existing driveways and turning movement conflicts in the vicinity of the site; and
 - d. the existing Level of Service for roadways and intersections without project development traffic using methods documented in the Special Report 209: Highway Capacity Manual, published by the Transportation Research Board, or comparable accepted methods of evaluation. Level of Service should be calculated for the weekday peak hour and, in the case of uses generating high levels of weekend traffic, the Saturday peak hour.
 - 4.. **Horizon Year(s) and Background Traffic Growth.** The study shall identify the horizon year(s) that were analyzed in the study, the background traffic growth factors for each horizon year, and the method and assumptions used to develop the background traffic growth. Unless otherwise approved by the City Engineer, the impact

of development shall be analyzed for the year after the development is completed and 20 years after the development is completed.

- 5.. **Traffic Assignment.** The report shall identify projected design hour traffic volumes for roadway segments, intersections or driveways in the study area, with and without the proposed development, for the horizon year(s) of the study.
- 6.. **Mitigation/Alternatives.** In situations where the traffic level of service standards are exceeded, the report shall evaluate each of the following alternatives for achieving the traffic service standards:
 - a. identify where additional right of way is needed to implement mitigation strategies;
 - b. identify suggested phasing of improvements where needed to maintain compliance with traffic service standards; and
 - c. identify the anticipated cost of recommended improvements.
7. **Process for the Review and Preparation of a Traffic Impact Study.** The following steps provide an outline of the steps to be included in the preparation and review of a Traffic Impact Study:
 - a. The City Engineer shall be consulted for assistance in determining whether a traffic impact study needs to be prepared for a proposed development application;
 - b. The City Engineer shall meet with applicants to identify study issues, assumptions, horizon years and time periods to be analyzed, analysis procedures, available sources of data, past and related studies, report requirements and other topics relevant to study requirements;
 - c. Following initial completion of a traffic impact analysis, the report shall be submitted to the Planning Director for distribution to the staff of all jurisdictions involved in the construction and maintenance of public roadways serving the development;
 - d. Within ten working days, staff shall complete an initial review to determine the completeness of the report and shall provide a written summary to the applicant outlining the need for any supplemental study or analysis to adequately address any deficiencies. A meeting to discuss the contents and findings of the report and the need for additional study may be requested by the applicant;
 - e. Following a determination that the analysis is complete, staff shall prepare a report outlining recommendations that have been developed to address the findings and conclusions included in the study regarding the proposed development's access needs and impacts on the transportation system. Depending on the type of application, the recommendations may be presented to the Planning Commission and/or Council.
 - f. In the case of a Traffic Impact Study showing deficiencies requiring mitigation within the public right-of-way, negotiations based on the conclusions and finding

resulting from the traffic study shall be held with the City Council. A Development Agreement, detailing the applicant's responsibilities and the City's responsibilities for implementing identified mitigation measures, shall be prepared following the negotiations for action by both parties.

G. Analysis Findings. If staff finds that the proposed development will not meet applicable service level standards, staff shall recommend one or more of the following actions by the public or the applicant:

1. Reduce the size, scale, scope or density of the development to reduce traffic generation;
2. Divide the project into phases and authorized only one phase at a time until traffic capacity is adequate for the next phase of development;
3. Dedicate right-of-way for street improvements;
4. Construct new streets;
5. Expand the capacity of existing streets;
6. Redesign ingress and egress to the project to reduce traffic conflicts;
7. Alter the use and type of development to reduce peak hour traffic;
8. Reduce background (existing) traffic;
9. Eliminate the potential for additional traffic generation from undeveloped properties in the vicinity of the proposed development;
10. Integrate non-vehicular design components (e.g., pedestrian and bicycle paths or transit improvements) to reduce trip generation;
11. Implement traffic demand management strategies (e.g. car or van pool programs, flex time, staggered work hours, tele-commuting, etc.) to reduce trip generation;
12. Recommend denial of the application for development for which the traffic analysis is submitted.

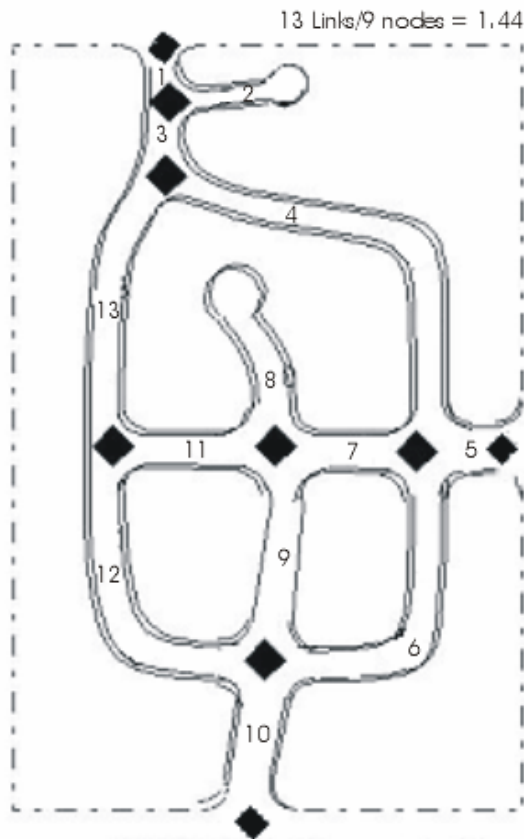
3. **Street Connectivity.** The City Council hereby finds that discontinuous streets are inefficient and channel traffic onto relatively few points of the transportation network, resulting in excessive traffic congestion and creating emergency service difficulties. Well-connected streets efficiently spread traffic, improve emergency service responsiveness, and increase pedestrian mobility. Accordingly, this section provides for both external and internal connectivity. External connectivity is promoted by requiring

developers to connect to the existing Street network. Internal connectivity is promoted by requiring a connectivity index for internal Streets.

- A. **Connectivity Index.** The connectivity index preserves the opportunity to provide cul-de-sacs while, at the same, maintaining the integrity of the network as a whole. The connectivity index will not apply to subdivisions with fewer than 30 single family lots unless they are part of a larger project that includes 30 or more dwelling units in two or more phases.
- B. **Internal Streets.** The streets within any proposed subdivision shall provide a Connectivity Ratio of not more than 1.75. The Connectivity Ratio shall be computed by dividing the number of Street Links by the number of Nodes within the Subdivision (see illustration in **Exhibit 1113-1**).
- C. **External Connectivity.** All subdivisions or multi-phase development projects with 30 or more lots shall have at least two connections to streets located outside of the subdivision.
- D. **Waiver.** Requirements of this section for Street Connectivity may be waived by the City Engineer if it would not impose significantly more negative impacts to the Project and/or nearby properties.
- E. **Future Connectivity** – Provide dedicated right-of-way between all contiguous properties. This request may be waived by the City Engineer only if it is demonstrated that an interparcel connection is not feasible due to traffic safety or topographic concerns.

Exhibit 1113-1: Street Connectivity

Example



- F. **Pedestrian Improvements.** Sidewalks shall be required along one side of local streets and along both sides of all collector and arterial streets. Pedestrian crosswalks may be required at the discretion of the City, where block lengths exceed 500 feet and where access from a cul-de-sac or loop road would enhance pedestrian access to a park, greenspace, school, other public facility or shopping area.
- G. **Traffic Calming Alternatives.** While neighborhood street connectivity is required to minimize traffic congestion, reduce travel distances and improve emergency access, the City Council finds that safety in neighborhoods for motorists, pedestrians and bicyclists is a high priority. To enhance the public safety along neighborhood streets, the City hereby authorizes the use of traffic calming measures along local streets and collector streets serving residential development. All proposed traffic calming measures shall be reviewed by the City Engineer for compliance with City of Carrollton specifications.

SECTION 1114. STREET LIGHT INSTALLATION

Locations for street lights are determined by personnel of the Engineering Department working with personnel of the various power companies. The American Standard Practice for Roadway Lighting, as sponsored by the Illuminating Engineering Society and approved by the American Standards Association, along with recognized engineering practices are used as guidelines for the placement of street lights.

Generally, street lights are installed along public streets, at major intersections, and at defined hazardous locations. Attempts are made to light street sections in accordance with the following guidelines.

ROADWAY WIDTH (lanes)	AVERAGE SPACING BETWEEN FIXTURES (ft)		
	RESIDENTIAL	COMMERCIAL	INDUSTRIAL
2	250 – 400	250 – 350	250 – 350
3		200 – 300	200 – 300
4 OR MORE		200 – 300	200 - 300

All street lights shall meet the following specifications:

- The fixture must be installed on a pole that is accepted for maintenance by the appropriate power company.
- The location and number of required street lights shall be determined by the Engineering Department of the City of Carrollton.

Decorative type fixtures may be installed, however, the developer and/or homeowners association shall be responsible for the cost of said fixtures. In all cases, the design will utilize existing poles as much as possible. In residential areas, poles are normally placed at every other property line, and lights will generally be placed on every other pole. The spacing between lights will typically vary between 250 feet and 400 feet, depending upon terrain, existing poles, lot size, type of locality, street condition, etc... Every effort shall be made to achieve consistent spacing of lights in each particular area. Lights will not be installed within 200 feet of any existing light.

The intent of this policy statement is to accomplish the following:

1. To ensure that all public streets are illuminated to a level that provides a reasonably safe and secure operating environment for pedestrian and vehicular traffic within the public right-of-way.
2. To establish guidelines for the installation of street lights along public streets.
3. To provide a basis for evaluating public requests for street lighting.

It is not the objective of this program to illuminate private property or provide security lighting for private property. Any lighting of private property that results from the public street lighting program is purely circumstantial.

The City of Carrollton does not budget or fund the installation of utility poles or any types of decorative poles for street lighting. It is solely the developer's responsibility to coordinate said installations with the appropriate power company.

ARTICLE XII. DESIGN STANDARDS FOR STORM DRAINAGE

SECTION 1201. RUN-OFF COMPUTATIONS.

Storm drainage plan including watershed area in acres, pipe sizing calculations based on 25-year storm event including headwater and tailwater elevations using 100-year storm event to insure no flooding occurs, line locations, headwalls at all inlet and outlet ends, details and elevations of key system elements, and outfalls to existing drainage. A hydrology study providing 2, 5, 10, 25, 50, and 100-year storm data and including storm water detention design is required to assure post-development run-off is equal to or less than pre-development run-off where storm runoff is increased by one (1) cfs above the pre-development run-off. For tributary areas of less than 50 acres, design run-off shall not be less than three cfs/ac.

All detention facilities over four (4) feet in depth, as measured from the bottom of the pond to the top of the bank, or with a bank slope greater than 1.5 to 1 shall be enclosed with a minimum four (4) foot high chain-link fence, with a ten (10) foot wide access gate. This fencing shall be designed, installed, and maintained to allow the free flow of runoff and sediment into the facility. Fencing may be waived by the City Engineer / Public Utilities Administrator in areas zoned other than residential where the pond is more than 500 feet from a residential district or single or multi-family residence. The City Engineer/Public Utilities Administrator may also require fencing in areas, otherwise not warranting, but where the general welfare of the public is better served by fencing such facilities. The maintenance of all storm water detention facilities shall be the responsibility of the subdivision's Property Owner's Association.

SECTION 1202. STORM CONDUITS.

1. The minimum allowable pipe size shall be 15-inch diameter.
2. No plastic storm drainage pipes shall be used in the City of Carrollton. Reinforced concrete pipe, bituminous coated corrugated steel pipe, or aluminum coated (type 2) corrugated steel pipe shall be used and shall conform to Georgia Department of Transportation Standard Specifications.
3. All pipes shall be sized using the Manning formula based on a 25 year storm event.
4. Minimum permitted pipe gradient is that which provides 2.5 feet per second velocity when pipe is flowing two-thirds full.
5. Sewer lines of 30-inch diameter and smaller shall be laid with uniform slope and alignment between drainage structures spaced no more than 400 feet apart. On larger size lines, horizontal curves and greater structure separation may be permitted.
6. All storm conduits shall have a minimum earth and/or pavement cover of one foot. (Ord. Of 9-21-98)

SECTION 1203. HEADWALLS.

Headwalls shall be provided at inlet and outlet points of all drainage systems. Spillway aprons and energy dissipators shall be provided integral with effluent headwalls when design velocities exceed ten (10) feet per second when flowing two-thirds (2/3) full.

SECTION 1204. CATCHBASINS.

Combination curb and gutter catchbasins shall be provided at the upstream end of the curb radius at intersecting streets, and at intermediate points as required for adequate drainage. Particular care shall be taken to maintain proper street crown to ensure effective performance of inlets. At low points, provide catchbasins on both sides of the street with a minimum of one combination curb and gutter inlet for each three (3) cfs of predicted inlet flow plus 20% assumed spillover from all upgrade inlets. Provide grates having openings perpendicular to the direction of traffic flow so as to avoid creating hazards to bicycle traffic.

SECTION 1205. AREA DRAINS AND GRATES.

Area drains and grates may be utilized in paved areas other than dedicated streets.

SECTION 1206. MANHOLES.

Manhole tops shall be above high water elevation or be provided with locking cover. Where possible, manholes shall be located within paved areas.

SECTION 1207. IMPROVED CHANNELS.

Creation of new or modified open drainage channels shall be utilized only after individual review and approval of the City Engineer. Principal factors to be considered are erosion control, effect on lower lying properties and public safety.

SECTION 1208. SWALES.

No swale or drainage ditch will be allowed to empty onto any public street, and no swale or ditch shall be constructed in fill ground unless the bottom and sidewalls are improved and approved by the City Engineer.

SECTION 1209. DRAINAGE EASEMENTS.

1. A minimum ten-foot surface drainage easement shall be provided along all lot lines and along the boundary lines of the subdivision unless the requirement is waived by the City Engineer.
2. An easement shall be provided for all off right-of-way storm conduits and structures. Such easement shall extend a minimum of four feet out from the outermost part of conduits and structures, but shall not be less than ten feet in total width.
3. An easement shall be provided along all natural or constructed channels of a width extending five feet beyond the top of the channel bank.

SECTION 1210. CONSTRUCTION STANDARDS.

All storm drainage improvements shall conform to current Georgia Department of Transportation Standard Specifications. (Ord. Of 9-21-98)

ARTICLE XIII. DESIGN STANDARDS FOR SANITARY SEWERS.

SECTION 1301. ELEVATIONS.

All elevations used shall be consistent with benchmarks approved by the City Engineer.

SECTION 1302. SEWER LINE LOCATION.

Sewer lines shall be located as near the street centerline as practicable. Where possible, manholes shall be located on the exact street centerline, but in no event shall manholes be placed under pavement within four feet of the pavement edge.

SECTION 1303. SERVICE CONNECTIONS.

A stubout service shall be provided for each lot and shall extend from the sewer line to the street right-of-way. Service lines may not be less than six inches nominal diameter.

SECTION 1304. SEWER LINE GRADE AND SIZE.

Sewer lines shall be eight inches nominal diameter or greater, and no sewer line shall be placed on a gradient which will produce a wastewater velocity of less than two feet per second when flowing half full. Sewer lines shall be straight in plan and profile between manholes.

SECTION 1305. MANHOLES.

Manholes shall be spaced no more than 400 feet apart.

SECTION 1306. CONSTRUCTION STANDARDS.

All sanitary sewers and appurtenances shall conform to current City construction standards. In absence of such standards, good current practice in the area shall be followed as approved by the City Engineer.

ARTICLE XIV. ADOPTION, AMENDMENTS AND APPEALS.

SECTION 1401. ADOPTION.

Before the Mayor & City Council adopt this resolution or an amendment to it, the City shall hold a public hearing thereon, at least 15 days' notice of the time and place of which shall be published in a newspaper of general circulation in the City.

SECTION 1402. AMENDMENT.

The land subdivision regulations may be amended from time to time by the Mayor and City Council, but no amendment shall become effective unless it shall have been proposed by or shall have first been submitted to the Planning Commission for review and recommendation.

APPENDIX A – SUBDIVISION REGULATIONS.

The Planning Commission shall have 30 days within which to submit its report. If the Planning Commission fails to submit a report within the 30-day period, it shall be deemed to have approved the proposed amendment.

SECTION 1403. APPEALS.

The Board of Development Appeals, as established by the Zoning Ordinance of the City of Carrollton, shall have the following powers:

1. To hear and decide appeals where it is alleged there is error in any order, requirement, decision or determination made by the Planning Commission and/or City Engineer in the enforcement of this subdivision regulation.
2. To hear and decide special exception to the terms of this subdivision regulation upon which the Board is required to pass.
3. To authorize upon appeal in specific cases such variance from the terms of this subdivision regulation as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of Ordinance will, in an individual case, result in unnecessary hardship, so that the spirit of the Ordinance shall be observed, public safety and welfare secured, and substantial justice done. Such variance may be granted in such individual case of unnecessary hardship upon a finding by the Board of Development Appeals that:
 - a. There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape, or topography;
 - b. The application of the subdivision regulation to this particular piece of property would create an unnecessary hardship;
 - c. Such conditions are peculiar to the particular piece of property involved;
 - d. Such conditions are not a result of any action of the property owner;
 - e. Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this subdivision regulation.

4. In exercising the above powers, the Board of Development Appeals may, in conformity with the provisions of this Ordinance, reverse or affirm, wholly or partly, or may modify the order, requirements, decision or determination, and to that end shall have all the powers of the City Official from whom the appeal is taken and may issue or direct the issuance of a variance.

ARTICLE XV. LEGAL STATUS PROVISIONS.

SECTION 1501. CONFLICT WITH OTHER LAWS.

Whenever the regulations of this resolution impose more restrictive standards than are required under any other statute, the requirements of this resolution shall govern. Whenever the provisions of any other statute require more restrictive standards than are required by this resolution, the provisions of such statute shall govern.

SECTION 1502. SEPARABILITY.

Should any section or provision of this resolution be declared invalid or unconstitutional by any court of competent jurisdiction, such declaration shall not affect the validity of the resolution as a whole or any part thereof which is not specifically declared to be invalid or unconstitutional.

SECTION 1503. REPEAL OF CONFLICTING RESOLUTIONS.

All resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION 1504. VIOLATIONS AND PENALTIES.

Any person, firm or corporation or other legal entity violating any of the provisions of this resolution shall be guilty of a misdemeanor, and upon conviction, shall be fined not less than \$25.00 nor more than \$100.00 for each offense. Each day such violation continues shall constitute a separate offense.

The City or any other owner of real estate who would be damaged by such violation, in addition to other remedies, may institute injunction, mandamus or other appropriate action in proceeding to stop the violation.

SECTION 1505. EFFECTIVE DATE.

This resolution shall take effect and be in force from and after the date of its adoption, the public welfare demanding it.

